

REPORT NO. [REDACTED]

INFORMATION REPORT

COUNTRY East Germany
SUBJECT Miscellaneous Railroad Information

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DATE OF INFO. [REDACTED]

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SUPPLEMENT TO REPORT NO.

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1. [REDACTED] the following coal stocks were available on the days mentioned:

Date	Hard Coal	Brown Coal Briquettes (in Tons)	Shop Coal (in Briquette Units)
28 January	54,500	66,400	36,300
30 January	49,400	63,300	33,300
2 February	49,100	64,000	32,100
3 February	47,500	64,600	32,500
5 February	47,500	70,000	33,200
7 February	51,100	76,100	33,600

2. On 5 February, source observed 14 locomotives parked at Ruednitz. 2
3. On 5 February, source observed about 35 locomotives parked at the Frankfurt/Oder marshaling yard. The connecting rods of these locomotives had been dismantled. [REDACTED] the locomotives involved were brigade locomotives. [REDACTED] about 40 locomotive brigades had been deactivated. In early February, 4 men who had previously been assigned to brigade locomotives were transferred [REDACTED]. 25X1 25X1
4. [REDACTED] locomotive brigades No 31, 76, and 77, [REDACTED] which had been stationed in Frankfurt/Oder, had been deactivated. The personnel of these brigades was transferred to [REDACTED] former duty stations. The locomotives and cabooses of these locomotive columns have been parked on sidings. The locomotives are scheduled to be preserved in the coming spring. 3
5. [REDACTED] about 20 locomotive brigades have been deactivated since mid-January 1954. The locomotives and their personnel were transferred to their former stations. 3

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6. [redacted] on 20 and 21 January 1954 all railroad stations on the Berlin-Loewenberg-Neustrelitz-Stralsund-Sassnitz railroad line and their facilities and machinery were inspected by a special commission of the East German Railroad Ministry headed by Deputy Railroad Minister Kramer. A special commission formed in the Greifswald railroad district is to inspect all railroad lines and stations in this district after 23 January 1954.

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7. [redacted] the East German RAWs have been assigned the following repair quotas in 1954:

RAW	Damage Category							Total
	L0	L2	L3	L4	L3	L4	EI	
Tempelhof	45	128	62	51	4	17	—	307
Cottbus	50	172	50	91	7	19	20	409
Chemnitz (Karl Marx Stadt)	95	149	95	68	10	13	15	445
Schlauroth	35	77	31	28	1	4	4	180
Leipzig (7 October)	90	222	114	104	12	17	—	559
Meiningen	75	198	110	39	9	9	32	472
Halle	67	103	93	109	4	22	4	402
Zwickau (Einheit)	90	197	69	114	12	34	5	521
Blankenburg	28	26	28	28	4	8	—	122
Stendal	90	261	150	122	9	25	—	657
Wittenberge	35	67	48	46	3	7	—	206
Total	700	1,600	850	800	75	175	80	4,280

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Note: GR stands for General Reparatur (General Repair).

This damage category is subdivided into L3 and L4 subcategories. It covers all damaged locomotives with L3 and L4 damages for the repair of which scheduled budget funds are not available.

Locomotives from the park of damaged locomotives are carried in the EI category.

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8. Counts of freight cars made on 4 February had the following result:

Park of operational freight cars 95,965 units

Park of non-operational freight cars 31,554 units

Total 127,519 units

Non-operational freight cars included 16,825 damaged cars, 5,116 special purpose cars including 525 used by the Soviets, and 9,613 reserve cars. 6

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1. [redacted] Comment. Expressed in briquette units a total of 152,750 tons of coal were available on 7 February 1954. According to the daily coal consumption quota of 24,500 tons of briquette units fixed for January 1954, this coal reserve represented about 6.2 days' requirements. [redacted] On 4 February, 25X1 coal stocks available represented 5.6 days' requirements. [redacted] The coal situation continued to be critical.

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- 25X1 2. [] Comment. These locomotives belong to deactivated locomotive column No 3.
- 25X1 3. [] Comment. The deactivation of locomotive brigades which handled Soviet transit traffic through Poland may be connected with the alleged discontinuation of reparations deliveries to the USSR. The fact that these deliveries were scheduled to stop on 4 January 1954 was given wide publicity in East Germany. [] 375 locomotives assigned to locomotive columns were available on 1 January 1954. However, of this total only 145 units were operational, 77 were parked as a column reserve, 79 locomotives were being kept as a reserve for Bws (minor railroad repair installations), while 75 locomotives were under repair.
- 25X1 4. [] Comment. The reasons underlying these inspections are unknown. They may be connected with operational difficulties occurring in the Greifswald railroad district.
- 25X1 5. [] Comment. As compared with the 1953 repair plan, the 1954 repair schedule was increased by 382 locomotives.
- 25X1 [] Comment.
6. Since the daily counts of freight cars do not take into consideration rolling stock operating outside East Germany, the results of these counts are incomplete. According to the stocktaking of freight cars conducted on 14 November 1953, the park of operational freight cars consisted of 136,543 units. []

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